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PURE CARBOLIC SOAPS.
Can be had in the following forms to Suit all
Requirements:—The Best in the Market
for Medical and Toilet Use.

STRONG MEDICAL.

In Single Tablet Boxes.

ROSE COLOUR, TRANSPARENT,
WHITE.Guaranteed to contain 20 per cent. of Pure
Carbolic Acid.

MEDIUM.

Three Tablets in a Box.

ROSE COLOUR, TRANSPARENT.

Guaranteed to contain 10 per cent. of Pure
Carbolic Acid.

TOILET SOAP.

Three Tablets in a Box.

ROSE COLOUR, TRANSPARENT.

Guaranteed to contain 5 per cent. of Pure
Carbolic Acid.A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 17th March, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to *The Editor*.Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
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MARRIAGE

On March 7th, at Shanghai, THOMAS WILLIAM
son of the late William Pollock, I. M. Customs
Ningpo, to JEANIE MILLER ALEXANDER.HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLAUNSTREET, E.C.

The Daily Press.

HONGKONG, MARCH 14TH, 1908.

On the next page we reprint an interesting
article sent to the *Times* by its Shanghai
correspondent. At home it will be read as
indicating that the Chinese are now absorb-
ing "western thought and ideas," the
presumption being that the bulk of these
are new and quite foreign to China. Thatis true only of a small proportion of western
thought and ideas—most of the ideas worth
anything being universal, if we except the
more barbarous tribes whose mentality has
not developed far beyond thoughts of
procuring creature comfort. It seems a
little too much to describe education,
history, geography, political economy and
the art of government, philosophy, &c., as
"subjects hitherto generally undreamt of in
Chinese philosophy." Military science has
been neglected in China, not because it was"undreamt of," but because Chinese
philosophy put it on a plane of unworthiness.Hygiene, perhaps, and the materialist
sciences, are new, but taking the general
literature mentioned as now in strong
demand, we may say that much of it merely
presents in their foreign dress ideas
already familiar in China. The inability
of a polygamous people to understand
the "love stories" of monogamous
races is explicable enough, and does not
prove the suggested mental antipodality of
East and West. The Orientals who have
once obtained the clue to the puzzle probably
appreciate our romances as well, at least, as
Occidentals appreciate the Eastern epistles.lium in the "Song of Solomon." The
Chinese learnt have always respected
history; that it is mainly foolish history, of
the "dry bones" or mythological kind, does
not alter the main question. The popular
history still taught to Western children is
no better, King Alfred and the oaks, King
Canute and the tide, and so on, being no
more useful than the marvellous heroes
of Chinese history. Chinese geographies
are also still extant, and remind us
forcibly of European geographical essays
of a few centuries ago. In "the art
of Government" it is questionable if we
can teach the Chinese anything at all, in
theory at least. We, as well as they, are
still far short of the glory of the ideals.
As to philosophy, the most striking thing
about the modern pursuit of it is to find
how closely in agreement are the philosophies
of widely separated peoples, and if a
competent sinologue were to go through
all Western philosophy, underlining every
passage and proposition that has its parallel
in Chinese literature of the same order, we
fancy there would be very little left to
figure as exclusively Western. We must
get rid of the idea that we are far ahead of
China in the matter of thinking out the
meaning of life and the art of it. At the
same time, we are entirely in sympathy
with the writer who would fain see moreThe Hon. Dr. Ho Kai's second term of office
on the Legislative Council expire on the 24th
inst., and it is understood that representations
will be made to His Excellency the Governor to
have the senior member for the Chinese
nominated for a third term.Mr. and Mrs. Somerset Payne left yesterday
for Shanghai, in which port Lloyd's Greater
British Publishing Company, Limited have
been at work for some two or three months.
The editorial staff are preparing to leave in
a week's time, the work of compilation in
Hongkong being now almost completed.Richard Simmons, who was shortly before
the Police Court on a charge of theft and has
since his liberation from prison been living
near Bowring Canal in the house of a man
who has befriended him, appeared before the magistrate yesterday on other
charges of theft. When his friend returned
home the other night he missed a quantity of
clothing, valued about \$35 and noticed that the
bottle of whisky which he had left in the house
was practically empty. As Simmons had dis-
appeared suspiciously and upon him on Thursday in
the Happy Valley. He admitted the theft
and explained that he was drunk through having
partaken of the whisky which he found in the house.
Sentence of six weeks' imprisonment
was passed upon him.Last night an official dinner was given at
Government House to meet Rear Admiral
Cooper. The following guests were invited:—

Mr. and Mrs. Gok, Miss Slobe, Mr. H. Sieb,

Mr. G. Wieser, Mr. and Mrs. Muller, Admiral

Sir Arthur Moore, Captain Thurnby, H.M.S.

"King Alfred," Commodore and Mrs. Stokes,

Commander Dannebner, H.M.S. "Kent,"

Commander Campbell, H.M.S. "Bedford,"

Commander Caperton, U.S.S. "Denver,"

Captain Yamakuchi, H.I.J.M.S. "Izumi,"

Captain and Mrs. Vaughan Lee, H.M.S.

"Astrea," General Broadwood, Captain Hart-

Synott, Major Evans, 13th Rajput, Mr. E.

Litter von Zsch, Dr. and Mrs. Voretzsch, Dr.

and Mrs. Bell, Mr. and Mrs. Henry Humphreys,

Mr. E. D. Law, Mr. and Mrs. Brown, Mr.

Fletcher. The German Admiral was accom-

panied by Captain Wurmback, Captain Freiherr von

Dolwick, Flag Lieutenant Freiherr von

Doenzenberg (three staff officers). Mr. and Mrs.

Niedhardt; Mr. and Mrs. Slobe, Captain Smith

H.M.S. "Moormouth" were unable to attend.

The orchestral concert which we previously
foretold, aid of the Kowloon Home for Blind
Children, takes place in St. George's Hall
to-night (Saturday) under the patronage of
H.E. the Governor. Rear-Admiral Cooper
has graciously permitted the band of S.M.S.
"Fuerst Bismarck" to attend. Seats may be
engaged at the office of the Robinson Piano Co.
The programme is as follows:

Introduction to the 3rd Act of the Opera

"Lohengrin"..... Wagner

Hungarian dances Nos. 5 and 6..... Brahms

(a) String quartette..... Schramm

"Love's dream after the Ball"..... Cibulka

"Pizzicato Polka"..... Schramm

(b) Intermezzo..... "Cavalier Rusticana"..... Songs by the children of the Blind Home

"Stille Nacht"..... German Christmas-song

"Glory Song"..... by Mr. Alexander

Overture to..... "Wilhelm Tell"..... Rossini

Pilgrim's chorus and Song to the Evening-star

"Tannhauser"..... Wagner

Hoffmann's Tales..... Schatzwirmer from the Operette

"Der Zigeunerbaron"..... Strauss

By kind permission of Major E. W. R. Stephenson and Officers Commanding, the band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, this (Saturday) evening, 14th March 1893.

Three Valses (a) "Chanson de mon coeur"..... Joyce

(b) "Sphinx"..... Popy

(c) "Amour passager"..... Pache

Selections..... "Utopia Limited"..... Sullivan

Ave Maria..... Bach and Gounod

Overture..... "Don Juan"..... Mozart

Polka..... "Dragoon"..... Fauré

Selection..... "A Country Girl"..... Monckton

Characteristic Piece "A Virginian Shadoid"..... Rosenthal

Regimental Marches..... Rosenthal

God bless the Prince of Wales.

God save the King.

DINNER MENU—Hors D'oeuvres—Egg and

Anthony Chopped. Soup—Ox Tail. Fish—Fish

Caviar and Fumet. Souffle—Entrecôte—Braised

Lob of Lamb and Marjoram. Roast Ribs of Beef and

Horseradish. Bone Capon and Celery Sauce.

Baked Australian Bacon and Cabbage. Cold Roast

Wild Duck and Beetroot Salad. Sweets—Tapioca

Pudding, Maraschino Ice Cream and Finger Cakes.

Apple Tart. Tippy Cake. Dessert—Coffee, Fruit.

FIRE AT WEST POINT.

As briefly mentioned in our issue of yesterday

a big fire occurred at West Point on Thursday

night by which five godowns were gutted and

their contents of tea, matting and tar destroyed.

The alarm was not conveyed to the Fire Bri-

gade until some time after seven o'clock and then

very available man and available apparatus was

employed. The two steamers were out (one from

West Point and the other from the

Central), as well as the fire float and six

hydrants were in use. Even then the firemen

found it impossible to quell the outbreak.

The flames had completely enveloped the buildings,

the roofs had partly collapsed, and the configura-

tion threatened to spread to the large godowns

at the rear abutting on Queen's Road which

were filled with valuable goods. However

the firemen succeeded in preventing the flames from

spreading beyond the five godowns and though

over 100 tons of the contents were burnt the

fire has not yet exhausted itself. As a matter

of fact the fire will not likely be completely ex-

tinguished in less than a week's time and the

brigade will have to be in attendance for several

days yet. The godowns belonged to Chinese

owners whose loss, it is understood, is covered

by insurance. The damage is estimated at

\$30,000.

TELEGRAMS:

[DAILY PRESS] EXCLUSIVE SERVICE]

ANGLO-JAPANESE ALLIANCE.

TOKYO, March 13th.

Count Hayashi entertained the
British Embassy to dinner in com-
memoration of the Anglo-Japanese
Alliance. In proposing the toast of
the Alliance Sir Claude Macdonald
read a message from the London
Government expressing confidence
in the strength of the Alliance.
Count Hayashi, in reply, emphasised
the effectiveness of the agreement and
referred to the benefits derivable from
the agreements with France and
Russia.

REUTER'S SERVICE.

THE BRITISH NAVY ESTIMATES.

LONDON, March 11th.

Mr. Asquith in the debate on the Navy
Estimates, explicitly declared that, if by
next year, we found there was a reasonable
probability of the German building pro-
gramme being carried out, we would pro-
vide for such building as would preventGerman superiority. This, Mr. Asquith
said, was the policy of the Government; i
would remain on record and ought to
reassure the House that Great Britain does
not intend to be left behind.

THE MACEDONIAN QUESTION.

LONDON, March 11th.

Sir Edward Grey has submitted to the
Powers, a proposal for the appointment of a
Governor-General of Macedonia, either a
Christian or a Mussulman, for a term of
years with the consent of the Powers. Most
of the Powers regard the proposal as
impracticable.THE HAMSTEAD COAL MINE
DISASTER.

LONDON, March 11th.

The searching parties have found 13 dead
bodies; there is no evidence of any survivors
and hope is abandoned.

THE MACEDONIAN QUESTION.

LONDON, March 11th.

Signor..... The railway projects must be regarded as an
essential point of the reforms in Macedonia. He denied the existence of a dangerous
crisis in the European concert.

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MISSIONS TO SEAMEN.

PUBLIC MEETING.

MUNIFICENT GIFT BY MR. MOODY.

A public meeting held at the City Hall last night in furtherance of the interests of the Missions to Seamen was largely attended. H.E. the Governor presided and was supported on the platform by Admiral Sir W. Moore, the Right Reverend Bishop of Victoria, Hon. Mr. H. Keswick, Rev. J. H. France, Mr. H. A. Brackenbury, (secretary to the Governor), Mr. Murray Stewart, Mr. D. R. Law. Others present included Sir Paul Chater, Hon. Mr. E. Osborne, Mr. N. Mody, etc.

The Rev. J. H. France opened the proceedings with a short historical statement. They were met, he said, not to embark on a new enterprise, but to endeavour to quicken an already existing enterprise.

HIS EXCELLENCE THE GOVERNOR said—I have been asked to propose the first resolution which is as follows:—“That in the opinion of this meeting the time has come when steps should be taken to acquire a site and to raise a fund for the purpose of building a permanent institute to replace the present unsuitable wretched premises.” That, ladies and gentlemen, is the object with which we have come here this evening and that object His Lordship the Bishop of Victoria and Admiral Moore have kindly consented to speak on and explain fully the objects which the Seamen’s Institute has been founded to carry out. I will not delay you many minutes myself but in order to explain to any here who do not know the general scope of the Institution I will just say a few words in order to discriminate it from two other institutions of a similar nature in Hongkong, the Sailors’ Home and the Soldiers’ and Sailors’ Home. The Sailors’ Institute was founded with the object of providing a home where seamen might obtain lodgings for a night or two or cheap rates. The Institute is run on temperance lines. No liquor is sold and the bringing of liquor into the home is disengaged. Forms of recreation, such as billiards, billiards, etc., are provided, and concerts and other entertainments are, from time to time, arranged. The men have also an opportunity of enjoying the best company of their comrades and getting decent literature. Light refreshments are also to be obtained. The Institution is run by an industrial committee and has a branch at Kowloon. Financially I see by its records that its expenditure and receipts balance out somewhere near \$20,000 a year. It is practically self-supporting but, of course, when it is a question of building a new house or acquiring a new site, a large capital expenditure is needed and it is necessary for the institution to ask for help from the outside public. This, as you will learn from the resolution I have just read, is the case now, and the Institution wishes to make an appeal to those interested in seamen to enable them to acquire a new site and get certain endowments to put their funds on a better basis. We are all proud, ladies and gentlemen, of saying that Hongkong is the largest port in the world except London. There is no need for me to like this for any institution is in need of merchant seamen. I see from the last published statistics for 1906, that there were 71,288 seamen who passed or re-passed through this port. About half of these were British. The Institution is not confined to British merchant seamen but is open to the merchant seamen of all nations without discrimination and also to the men of the Royal Navy. As you know there are about 4000 British bluejackets in the China Squadron and are constant visitors. In the three years that the Institution has occupied the present premises to have been 80,000 visits by seamen to it, and 150,000 beds have been occupied during last year. The site is a very bad one, at the end of the Eastern Praya, and the site is even worse because it has been sold by Chinese houses. I think that I command you to support most heartily what we have met here to discuss. It is in every way of our support and I hope this here to day will result in a very description towards the new site it is best. I will only say one other word but down. As a result of legislation in the 1905 we have been able to abolish that is, that disreputable class of seamen called. Therefore I may say that the men who frequent this Institute are working seamen and men who are engaged, as they are the men supreme, our commercial and naval now ask Mr. D. R. Law (applause), which I have proposed.

Mr. Law.

More, my Lord, Excellency, Admiral me. After the Hon. ladies and Gentlemen especially His Excellency and exhaust Mr. France there is little left and the Rev. excessing His Excellency’s request affords me opportunity of our meeting this afternoon. The will must appear to all of us, on one side now. When these men come into port after a long voyage—and many of the ports are not desirable places—they have practically nowhere to go. They see certain houses. They see a bar, a bar with an array of bottles. We have all seen it. The bottles on the top shelf has a particular brand which will send a man into oblivion in a short time. I dare say before he arrives at that state he will make himself unpleasant and may wish to paint the town red, but he will arrive at it before long. I have been in many ports myself and have been struck with the fact that men on landing did not know where to go. So people look upon the sailor as a man who likes a glass and takes more than he can stand. That is not so. You will find the majority of seamen are only too pleased if they can get a good bed and a quiet place where they can read. That is what the institution provides. My experience of the work in a place like this is when one is established there they can look whenever they have the opportunity, as they do, at their calling. A good institute, well-found, by the cheery and comfortable, where men may read, write and smoke, play billiards and other games, and meet with their fellow beings, one of the best agencies that can, under the circumstances, be employed. The present institute at Wanchai has done and is doing much good work, but it has done it under difficult, and in a different position, and with more suitable buildings, much more could have been done. We therefore come before you this afternoon confidently relying upon you for sympathy, co-operation and assistance in carrying to a successful conclusion the scheme outlined by His Excellency and the Revd. Mr. France. Having put their hand to the plough, the committee do not intend to turn back until they have accomplished their ambition to remove the reproach that at present attaches to Hongkong in not having a thoroughly well founded institution to which to welcome sailors visiting these shores. With the kind patronage and sympathy of His Excellency the Governor, and the active personal interest that Admiral Moore and Bishop Lander have promised to exert on our behalf in the old country, the committee are hopeful that they may not have to wait long before obtaining sufficient subscriptions to justify them in buying the ground and starting the building. Just one word more, ladies and gentlemen, Hongkong owes a deep debt of gratitude to Mr. France (applause) for the enthusiastic, self-sacrificing work that he has done during many years for our sailors. He is beloved by the whole sea-faring community, and by all who are interested in the good work he is carrying on in Hongkong, he is justly admired and held in the highest respect. Mr. France is determined to have this institution out of us by hook or by crook, and he is a difficult man to thwart in this praiseworthy effort on behalf of the men to whom he has devoted his life. I am sure he will regard it as a great personal compliment and a better souvenir of his services than anything else we can offer, if we enable him to obtain his heart’s desire for our sailors. It is a noble work he is engaged in and we cannot show our appreciation of it better than by unanimously resolving to assist by every means in our power to obtain the funds necessary for carrying through the scheme with credit to the Colony. Ladies and gentlemen, I have very much pleasure in seconding the resolution proposed by His Excellency the Governor. (applause).

The resolution was carried unanimously. Admiral Moore said—I have much pleasure in moving the second resolution which I will read—“That the members of the existing Committee of the Mission to Seamen together with Commodore Stokes, the Hon. Mr. Keswick, and Sir Paul Chater form a Building Committee and that Sir Paul Chater be requested to act as Hon. Treasurer, to collect subscriptions.” (applause). The Hon. Treasurer is a very important post and if Sir Paul consents to act will be a tower of strength. There is a twinkle in Sir Paul’s eye which I think promises well. Having seen the work of these institutes in other parts of the world, I would like to say a few words about them. This pamphlet tells very well what are its objects. Surely they ought to appeal to all of us. We know how much we are indebted to them for any institution in aid of merchant seamen. I see from the last published statistics for 1906, that there were 71,288 seamen who passed or re-passed through this port. This work has to do with the men who man the ships. Now in these days people travel all over the world. They think nothing of taking a ticket at London for Yokohama and running round the world. They never have any misgivings that they will arrive at their destination. No. They have perfect confidence in the men who man the ships, and they ought to be grateful to the personnel to whom they are indebted for such a passage. These ships do not travel without men to drive them. Your safe passage depends upon the skill of the officer in navigation, of the lookout kept in thick and foggy weather, in the hard work of the stokers down below and when they come to port surely there is something due to these men who have been working for you. This is what I think should appeal to all of us. I would say a word to those directly interested in shipping. The shipowners depend for their profits on the safe conduct of their ships to carry produce from over the seas. It is their own people in the ships to whom they look to bring the ships and what I have said about passengers on ships applies also to the owners. I am speaking now of the mere amateur marine to which this work is mainly directed but I do not forget His Excellency has already told us and I am most grateful for the kind welcome which the Institute has given to our men in the Navy and the untiring efforts of the chaplains to get up entertainments and generally look after them. Take the other side now. When these men come into port after a long voyage—and many of the ports are not desirable places—they have practically nowhere to go. They see certain houses. They see a bar, a bar with an array of bottles. We have all seen it. The bottles on the top shelf has a particular brand which will send a man into oblivion in a short time. I dare say before he arrives at that state he will make himself unpleasant and may wish to paint the town red, but he will arrive at it before long. 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It is a noble work he is engaged in and we cannot show our appreciation of it better than by unanimously resolving to assist by every means in our power to obtain the funds necessary for carrying through the scheme with credit to the Colony. Ladies and gentlemen, I have very much pleasure in seconding the resolution proposed by His Excellency the Governor. (applause).

The resolution was carried unanimously. Mr. Mody said: Your Excellency, My Lord Bishop, Admiral Moore and Gentlemen, before we leave the hall I crave permission to say a few words. I have listened with great interest to all that has been said at this meeting on behalf of the Mission to Seamen, an object which I hold to be worthy of our deepest sympathy and liberal support, since to the merchant seamen our Empire owes so much—braving as they do in the interests of our Empire’s mainstay, its commerce—the perils and dangers of the mighty seas. Shall we not acknowledge our debt of gratitude to them, show them that their services are understood and appreciated in this the second shipping port of the world? Assuredly we must stand well (applause). I had the pleasure yesterday to meet the Rev. Mr. France who as Chaplain to the Mission here has done such splendid work, and I learned a great deal from him of the work and needs of the Mission to Seamen, an object which I hold to be worthy of our deepest sympathy and liberal support, since to the merchant seamen our Empire owes so much—braving as they do in the interests of our Empire’s mainstay, its commerce—the perils and dangers of the mighty seas. Shall we not acknowledge our debt of gratitude to them, show them that their services are understood and appreciated in this the second shipping port of the world? Assuredly we must stand well (applause). I had the pleasure yesterday to meet the Rev. 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BUYING AGENTS

WANTED

FOR CHEMICAL MACHINES for spraying White Wash, Disinfectants, etc. Reseating Valves, Bending Tubes, Rods, etc. Wood Trimmers, Hand Power Shaping Machines, superseeding chisel and file, and many other Specialties finding a ready sale to Factory, Laundry, Steamship and Estate Owners, etc. Liberal terms.

Apply with references and particulars, CROSSLIN STEPHENS & CO., 489 Newcastle-on-Tyne, England.

FUNNELS AND FLAGS.

It is said that there is no safer place than a railway carriage. It is an open question, however, whether it is not nearly or quite as safe to be in a passenger steamship. The Liverpool Steamship Owners' Association estimate that during the past twenty-five years upwards of 7,000,000 persons have passed through that port on voyages to or from countries out of Europe. The majority of these voyages were made across the North Atlantic, in one direction or the other, and out of the 7,000,000 passengers only forty-one lost their lives from sea perils. The figures are astonishing, even for a port which boasts the finest passenger ships in the world. It may be added that the vessels which have carried this huge number of passengers belong, almost all of them, to the members of the association.

The Chamber of Shipping was expected to discuss the question of Suez Canal dues. It appears that the wholly of the first cost of the shares which Lord Beaconsfield bought for Great Britain had, with interest at 3½ per cent, been repaid out of dividends received before the end of 1899. Since then the country has received another £7,554,000, three-fifths of which has been paid in dues by British ships using the canal. Some shipowners say that the country is making over a million a year at the expense of its shipping which trades to the East and to Australia. The difficulty, of course, is to see how the Suez Canal charges can be cut down without hurting the feelings and the pockets of the French shareholders. It has been suggested that the British Government might allow a rebate of canal dues to British ships but it would be very difficult fairly to regulate a rebate satisfactorily.

The Liverpool Steamship Owners' Association, in discussing the "conference" system in their annual report, bring out some important facts. They show that upwards of three-fourths of the total foreign trade of Liverpool is carried on by regular lines of steamers, sailing at fixed dates to particular ports. Moreover, the proportion is growing. It is pointed out that it is only possible for these lines to give regular sailings and fixed rates of freight in return for regular customs, and that the history of the port affords the means of judging whether or not it has been to the interests of the shippers of cargo to guarantee this regular custom, or to take the chance of getting ships as and when they want them.

The "piano" system, as applied to shipbuilding, is not generally understood. A Sunderland firm of shipowners, who have decided to lay up part of their fleet, have been explaining what the term means. They say that a vessel can be bought under the instalment system, just like a piano. "A man has a few thousand pounds and he orders a ship and pays by instalments. The builder is really a banker, and the unfairness of it is that this kind of purchase gets his ship for the same price as the man who pays cash down. By this piano system the shipping trade has been over-crowded, and those who control such vessels must keep them running, no matter what freight are offered." At the moment, new ventures of the same description must be comparatively rare.

To young men in search of a career, the comparatively-new notion of training savage officers at an early age seems worth attention. In the past the practice has been to select experienced captains for the work. Now the view is that the sooner people begin to specialise the better. Some experience is required, of course, but the savage officer of to-day must also be a trained engineer, capable of using all the up-to-date appliances which lie at hand.

An impression has grown up that British Colonies possess few steamship enterprises of note. Such a view is certainly not borne out in the case of New Zealand, from which D. minor there comes a report of the annual meeting of the Union Steamship Company. This Colonial organisation possesses a fleet of fifty-eight steamers, totalling 121,140 tons, and has five other boats, of 2,435 tons, either en route from or building in England. Eleven of them are twin-screw steamers, and three are turbines. This New Zealand company is, in fact, the pioneer in Australasian waters, so far as the turbine is concerned. It is ready, so Sir James Mills states, to provide a 15 or 16 knot mail-service to Vancouver, using 6,000 to 8,000 tons for the purpose. This New Zealand company paid 8 per cent. last year, with a bonus of 2 per cent., so that well-managed Colonial shipping can evidently be made to answer.

Having appointed an advisory committee under the Merchant Shipping Act of 1906, Mr. Lloyd George seems determined to find it plenty of employment. All sorts of subjects have already engaged the attention of the committee, and now it has been invited to conduct an inquiry with reference to the manning of ships. Some of the British Colonies have adopted a manning scale, according to which the number of hands carried on a ship is regulated according to her tonnage or by some hand-and-fist rule of that sort. Mr. Lloyd George has wisely refused to accept the principle of a manning scale. On the other hand, the committee seems a little in doubt as to what is expected of it. Its shipowning members contend that those who say that there is under-manning should produce specific cases. They maintain that it is not their business to establish a negative.

Strange are the uses to which certain craft are eventually destined to be put. At Dundee just now there lies a three-masted steam yacht, named the Cornelia, which is about to be fitted out for an employment wholly unlike that for which she was originally built. Her future work will be to convey live salmon from the Labrador coast to this country. For this purpose an immense tank is to be constructed, in which she will bring over on each trip something like twenty-five to thirty tons of live fish. It is considered that the vessel will be able to make the passage from Labrador to the West Coast of Scotland in about a week, and discharge in sound condition, at a dépôt to be built for their reception, cargoes of excellent fish.

REFINERIES.—China Sugars have again been negotiated at \$865, and close steady at this rate. London quotes £75-10s. National, £75 as last quoted.

MEDICAL INSURANCES.—Unions have been quoted at \$840 at which rate there are further buyers. China T. aders are also in request at \$91, but supplies do not appear available. North Chinese and Cantonese continue on offer at quotations.

FIRE INSURANCES.—Hongkong have declined to \$207, but are quoted at \$295 ex the dividend of \$27 per share for 1905 paid on the 11th instant. China have sold at \$884 and \$89, and close with probable sellers at the latter rate.

SHIPPING.—Hongkong, Canton and Macao have hardened, and close with buyers at \$29 after sales at \$282, \$283 and \$29. China and Manilas are on offer at the reduced rates of \$12 and Donglases are procurable at \$4. Star Ferries are firmer, and there are now buyers of old at \$26, and new at \$18. Shell Transports are easier at \$14-10s.

REFINERIES.—China Sugars have weakened considerably, and close with sellers at \$108. Luzzas are unchanged, but buyers could probably be found at quotation.

PRINTING.—Charbonnages have still further improved, and are now enquired for at \$355. Raubs are procurable at \$38.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been booked at \$96, and close in further request at the rate.

Hongkong and Kowloon Wharves have been fixed at \$544 and \$53 for old and new respectively and close steady. Shanghai and Hongkew Wharves, under a speculative demand in the north, have advanced to Tls. 206 at which rate sales have been effected. We have no change to report in New Amoy Docks, and Shanghai Docks, after advancing to Tls. 81, close easier at Tls. 80 as last quoted.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are slightly weaker with sellers at \$100, and Hongkong Hotels at \$98 ex the final dividend of \$28 per share for 1907, paid on the 9th instant. Kowloon Lands and still obtainable at \$27, and Humphreys' Estates at \$101. Shanghai Lands have improved in the north to Tls. 106.

COTTON MILLS.—Hongkong Cottons are reported to have been fixed at \$9 at which rate

YOUR WHITE FACE IN THE

GLASS,
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NEED OF BLOOD.
PALE GIRLS ARE MADE ROST, WEAK GIRLS
ARE MADE STRONG, BY

DR. WILLIAMS' PINK PILLS

READ THE CASE OF THIS GIRL IN BURMA.
ANEMIA—weak watery blood—is a dangerous

ailment. When neglected it leads to Consumption, the disease of wasting to death—in all its stages it means misery, because among its most common symptoms are dyspepsia, palpitation, loss of appetite, cold hands and feet, a tendency to fainting, nervousness and often great depression, disagreeable dreams, and other troubles of which women only speak to one another.

The great remedy for Anemia, even when it has gone so far as to become "Doolie" or early Consumption, is Dr. Williams' Pink Pills for Pale People. These Pills have cured thousands of girls and women—and men too—of Anemia, and of all the complaints arising therefrom. What the sufferer most wants is some good red blood, and these Pills are the ideal blood medicine, because they not only cleanse the blood, but they make blood—strong, healthy, rich blood which, circulating through the system, soon restores all the organs to a vigorous healthy condition.

Talking not long ago about the men of Dr. Williams' Pink Pills as a blood medicine a well-known Magistrate in Mandalay, Burma, related the facts of his own daughter's cure as follows:—

"My daughter first began to ail when she was about fourteen years of age," said he. "Her digestion became weak, she lost her appetite, and complained of pains in the shoulders and back. As time went on she grew very thin and miserable, black rings appeared under her eyes, and she suffered much from those irregularities of health which afflict weak girls and women. Her mother and I became alarmed and called in doctors but despite the care of these highly skilled physicians our daughter got worse and worse until she became almost a mere skeleton.

"At last I decided to try, if Dr. Williams' Pink Pills would prove helpful; my daughter's case and she commenced to take them according to the direction wrapped around each bottle. By the time she had finished one bottle of the Pills her improved appearance gave encouragement. By the time she had finished four bottles she was nearly well; she could eat with enjoyment, and digest her food, the pains in her shoulders and back had ceased, the dark rings under her eyes had disappeared, and the other symptoms of which I have spoken had given place to a regular healthy action of the system. Continuing the Pills for a little while longer she put on flesh and became the picture of health. My daughter is now 25 years of age, and since her cure by Dr. Williams' Pink Pills ten months ago she has kept in perfect health, and has had no return of the ailments which afflicted her for so many years. The name of the gentleman who gave the above testimony is U. Pe. He is an honorary magistrate and a railway director, and one of the best, respected and most widely known Burmese gentlemen in Mandalay.

By their remarkable health-restoring action through the blood upon the whole system Dr. Williams' Pink Pills for Pale People have cured besides Anemia, Indigestion, and the ailments of ladies, thousands of cases of Liver Complaint, Sick Headache, Malaria, Rheumatism, Paralysis, Beri-Beri, Nervous Debility, Early Decay, Eczema, Scrofula, Boils, Pimples, and the after effects of Fevers, Dysentery and Chills. These Pills are obtainable at most shops where medicine is sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 1 bottle for \$150 or 6 bottles for \$8 post free to any address.

JOINT STOCK SHARES.

Masses Vernon and Smyth say in their weekly share report, dated Hongkong 13th March, 1908.

Our market during the past week has continued more or less dull, and closes without any special feature to report. A fair investment enquiry is still met with, but the difficulty of bringing buyer and seller together continues, and business in consequence is much restricted.

Bar silver has ruled fairly steady during the interval, and closes at \$25-16s-0d. Exchange on London is quoted 1/104 T.T., and on Shanghai at 74 T.T.

BANKS.—Hongkong & Shanghai have again been negotiated at \$865, and close steady at this rate. London quotes £75-10s. National, £75 as last quoted.

MAIDINE INSURANCES.—Unions have been quoted at \$840 at which rate there are further buyers. China T. aders are also in request at \$91, but supplies do not appear available. North Chinese and Cantonese continue on offer at quotations.

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COTTON MILLS.—Hongkong Cottons are reported to have been fixed at \$9 at which rate

there are further sellers. Quotations for the Northern Mills are unchanged.

MISCELLANEOUS.—China Barrels have been booked at \$11 and \$11½ and close in request at the former rate. China Provinces are procurable at \$10, and Green Island Cements at \$11½, after sale at the latter rate and \$11½. Dairy Farms have improved to \$16½ buyers, and South China Morning Post to \$22 buyers. Sales have been effected of Watsons at \$10, Electrics at \$15 and Tr. mways at \$13.

CHURCH SERVICES.

St. John's CATHEDRAL, Hongkong.—16th March, Sunday, 11 a.m. (Full Chor.) Responses, Vesp. Vesp. Station, Psalms, of the 18th morning, Benedic, Post in C. Benedictus, Garrett in G. Anthem, "God is in Spirit," Bennett, Holy Communion (12 a.m.) Kyrie, St. John 6 a.m. Responses, Psalms, Psalms, of the 10th evening, Magnificat, Cantic (10th evening) Hymn Dimitri, Woodward (11th evening) Hymn 248, and 93.

N.R.—Psalm 75 Verses 1, 2 and 11 in unison. 76 Verses 1 and 6 in unison. 77 Verses 1, 7, 11, 16, 17 and 18 in unison.

The Preacher at Matins and Evensong will be the other Bishop of Victoria.

St. Peter's CHURCH, Queen's Road, West.—Second Sunday in Lent, Morning Prayer 11 a.m. Vesp. Station; To Deum, Russell; Hymn 109, 357, 221 and 213. Vesp. Hymn 108. Holy Communion 12.15 a.m. Evening Prayer 30. Magnificat, Canticle 5; Hymn 248, Antiphon 45. Antiphon 227. Psalm 45. Anthem 225. Hymns 103 and 23. Wednesday 5.15 p.m. Devotional Service. Book Study "Judges" Thursday 5.15 p.m. Choir Rehearsal, 9 p.m. Literary Club Paper by Mr. W. Armstrong. "Reptiles, their Haunts and Habits, in Hongkong." Friday 8 p.m. Christian Endeavour Society "Supreme moments in the life of St. Paul." St. ANDREW'S, Kowloon.—(Robin Hood Road, near British School.) Sunday.—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sunday at 7 p.m. Morning Prayer and Service at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptism, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address, at 8 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only, churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. JESSE'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sacrament in English, at 10 a.m.

CHRISTIAN SCIENCE SERVICE, York Building Chater Road.—Sundays, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open on week days from 11 a.m. to 10 p.m., and on Mondays in addition, from 5.30 p.m. to 8.30 p.m.

For a good
Complexion and clear
Skin use

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ailment. When neglected it leads to Consumption, the disease of wasting to death—in all its stages it means misery, because among its most common symptoms are dyspepsia, palpitation, loss of appetite, cold hands and feet, a tendency to fainting, nervousness and often great depression, disagreeable dreams, and other troubles of which women only speak to one another.

The great remedy for Anemia, even when it has gone so far as to become "Doolie" or early Consumption, is Dr. Williams' Pink Pills for Pale People. These Pills have cured thousands of girls and women—and men too—of Anemia, and of all the complaints arising therefrom. What the sufferer most wants is some good red blood, and these Pills are the ideal blood medicine, because they not only cleanse the blood, but they make blood—strong, healthy, rich blood which, circulating through the system, soon restores all the organs to a vigorous healthy condition.

Talking not long ago about the men of Dr. Williams' Pink Pills as a blood medicine a well-known Magistrate in Mandalay, Burma, related the facts of his own daughter's cure as follows:—

"My daughter first began to ail when she was about fourteen years of age," said he. "Her digestion became weak, she lost her appetite, and complained of pains in the shoulders and back. As time went on she grew very thin and miserable, black rings appeared under her eyes, and she suffered much from those irregularities of health which afflict weak girls and women. Her mother and I became alarmed and called in doctors but despite the care of these highly skilled physicians our daughter got worse and worse until she became almost a mere skeleton.

"At last I decided to try, if Dr. Williams' Pink Pills would prove helpful; my daughter's case and she commenced to take them according to the direction wrapped around each bottle. By the time she had finished one bottle of the Pills her improved appearance gave encouragement. By the time she had finished four bottles she was nearly well; she could eat with enjoyment, and digest her food, the pains in her shoulders and back had ceased, the dark rings under her eyes had disappeared, and the other symptoms of which I have spoken had given place to a regular healthy action of the system. Continuing the Pills for a little while longer she put on flesh and became the picture of health. My daughter is now 25 years of age, and since her cure by Dr. Williams' Pink Pills ten months ago she has kept in perfect health, and has had no return of the ailments which afflicted her for so many years. The name of the gentleman who gave the above testimony is U. Pe. He is an honorary magistrate and a railway director, and one of the best, respected and most widely known Burmese gentlemen in Mandalay.

By their remarkable health-restoring action through the blood upon the whole system Dr. Williams' Pink Pills for Pale People have cured besides Anemia, Indigestion, and the ailments of ladies, thousands of cases of Liver Complaint, Sick Headache, Malaria, Rheumatism, Paralysis, Beri-Beri, Nervous Debility, Early Decay, Eczema, Scrofula, Boils, Pimples, and the after effects of Fevers, Dysentery and Chills. These Pills are obtainable at most shops where medicine is sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 1 bottle for \$150 or 6 bottles for \$8 post free to any address.

JOINT STOCK SHARES.

Masses Vernon and Smyth say in their weekly share report, dated Hongkong 13th March, 1908.

Our market during the past week has continued more or less dull, and closes without any special feature to report. A fair investment enquiry is still met with, but the difficulty of bringing buyer and seller together continues, and business in consequence is much restricted.

Bar silver has ruled fairly steady during the interval, and closes at \$25-16s-0d.

SHIPPING.

ARRIVALS.
BRASILIA, German str., 4,235, H. House, 13th March—Yokohama via Kowloon and Shanghai 9th March, General—Hamburg-American Line.
CHIYUEN, Chinese str., 1,178, C. Stewart, 13th March—Shanghai 10th March, General—Chinese.
KUMANG, British str., 2,078, E. J. Butler, 13th March—Calcutta via Straits and Singapore 6th March, General—Jardine, Matheson & Co.
SAINT PATRICK, British str., 2,694, J. Forsey, 13th March—Shanghai 10th March, General—General.
TAISHAN, British str., 1,122, Leing, 13th March—Saiwan 7th March, Rice, and General—Bradley & Co.
TAMING, British str., 1,346, A. Sommerville, 13th March—Manila 10th March, General—Butterfield & Swire.
VORWAERTS, Austrian str., 3,727, R. Bednarz, 13th March—Kolo 4th March, General—Sander, Wieder & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
13th March.

Chiyouen, Chinese str., for Canton.
Fooking, British str., for Shanghai.
Glenbarrett, British str., for Shanghai.

DEPARTURES.

13th March.
ANGHIN, German str., for Hoochow.
CAITHNESS, British str., for Calcutta.
CAPRI, Italian str., for Singapore.
HAITAN, British str., for Coast Ports.
HELIAN, German str., for Hongay.
HOLSTEIN, German str., for Hoochow.
ITHAKA, German str., for Hongay.
KWEIYANG, British str., for Kowloong.
LONGBORN, British str., for Manila.
OMARU MARU, Japanese str., for Hongay.
THIRTAU, German str., for Amyey.
YUCHOW, British str., for Canton.

SHIPPING REPORTS.

The Chinese str. *Chiyouen* reports: Moderate N.E. wind and sea.
The British str. *Kinsarvon* reports: Fresh. Northerly wind with rough sea, overcast with drizzling rain occasionally.

VESSELS IN DOCK.

March 13th.

ABERDEEN DOCKS—*Huyah*,
HOOLOW DOCKS—*Nial Macleod*, *Persia*,
Soregon, *Layal*, *Ascol*, *Empress of India*,
Ponting.

COSMOPOLITAN DOCKS—*Holland*, *Osmany*.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME & VILLEST (DIRECT—Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUWAN and PORT SAID). Taking cargo at Hongay, route to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship, (60,000 tons)

"VORWAERTS," Capt. B. Bednarz, will be despatched as above TO DAY, the 13th March, at 8 P.M. This steamer is supplied accommodation for passengers, electric light and carries a qualified doctor and stewardess.

For information as to Passage and Fares, apply to

SANDER, WIELER & CO., Agents, Princes' Buildings, Hongkong, 14th March, 1908. 3

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABA COAST.

PROPOSED SAILINGS FROM HONGKONG. Hongkong to London, 1st Class, via St. Lawrence River Lines or New York \$71.10

FOR NEW YORK.
E.S. "WRAY CASTLE" ... 7th April.
E.S. "SIKH" ... 28th April.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents, Hongkong, 11th March, 1908. 522

TOYO KISEN KAISHA, SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Karsan, Kobe and Yokohama.) With liberty to call at Honolulu and Salina Cruz.

Steamers Tons
"KASATO MARU" ... 6,100 Sometimes First half of April.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building, Hongkong, 18th February, 1908. 10

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast.)

THE Steamship
"TUDOR PRINCE," Capt. Macdougal, will be despatched for the above Port on or about TUESDAY, the 21st April.

For Freight apply to ARNOLD KARBERG & CO., Agents, Hongkong, 12th March, 1908. 523

ON SALE.

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX—Price \$7.50. On sale at the HONGKONG DAILY PRESS' Office, Hongkong 26th February 1908.

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject-to-Alteration).

R.M.S. "LENNOX" ... Tons LEAVE HONGKONG ... ARRIVE VANCOUVER
* "EMPEROR OF INDIA" 6,000 ... WEDNESDAY, 28th March ... 23rd April
"MONTEAGLE" 6,163 ... THURSDAY, 9th April ... 27th April
"EMPEROR OF JAPAN" 6,000 ... THURSDAY, 7th May ... 25th May
"GLENFARG" 6,700 ... WEDNESDAY, 20th May ... 18th June
"EMPEROR OF CHINA" 6,000 ... THURSDAY, 4th June ... 22nd June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE" at 12 NOON.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 150 ton register. The through transit to LIVERPOOL being 22 days from YOKOHAMA 94 days from HONGKONG.

Intermediate on Steamers } 240, 242.
and 1st Class Railways } First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Ministry, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opniong Street, Hongkong.

7 HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships, Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

STEAMSHIP TONS CAPTAIN FOR SAILING-DATE.

RUBI ... 2540 R. W. Almond Manila On 14th March, 4 P.M.

ZAFIRO ... 2540 R. Rodger Manila On 21st March, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 12th March, 1908. 14

HONGKONG—NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABA COAST).

S.S. "SAINT PATRICK" ... On 21st March, 5 P.M.

For Freight and further information apply to

SHEWAN, TOME'S & CO., GENERAL AGENTS.

Hongkong, 14th March, 1908. 15

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Hongkong "k" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n" together with the number denoting the section.

1 From Green Island to the Harbour Master's

2 From Harbour Master's to Blake Pier

3 From Blake Pier to Naval Yard

4 From Naval Yard to East Point.

DESTINATION

VESSEL'S NAMES

FLAG & RIG

FLAG & RIG

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

LONDON & VARIOUS PORTS OF CALL...	MARMOA	Brit. str.	G. H. C. Weston, E.N.E.	P. & O. S. N. Co.
LONDON & ANTWERP	GENELOCHY	Brit. str.	E. J. Stallard	MCGREGOR BROS. & GOW
LONDON & ANTWERP & HAMBURG	MANILA	Brit. str.	F. E. Andrews, E.N.E.	P. & O. S. N. Co.
MARSEILLES &c. VARIOUS PORTS OF CALL	MORNOUDBERHIRE	Brit. str.	Charbonnel	MESSAGERIES MARITIMES
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TONKIN	Fr. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	SANUKI MARU	Jap. str.	Porzelius	HAMBURG-AMERIKA LINIE
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	HECHENHAUEN	Brit. str.		MELCHERS & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	CATHAY	Dan. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TRANQUEBAR	Dan. str.	F. D. Cope	HAMBURG-AMERIKA LINIE
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	AWA MARU	Jap. str.	Hanss	MELCHERS & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	BRASILIA	Brit. str.	Müller	NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	SANBIA	Brit. str.	F. v. Binsz	HAMBURG-AMERIKA LINIE
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	PRINZ LUDWIG	Brit. str.	B. Bodnarz	SANDER, WIELER & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	VORWAERTS	Am. str.		DOODWELL & CO., LTD.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	WRAY CASTLE	Brit. str.		ARNOLD, KARBERG & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TUDOR PRINCE	Am. str.		CANADIAN PACIFIC R. CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	LENNOX	Brit. str.		CANADIAN PACIFIC R. CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TOREMONT	Am. str.		DODWELL & CO., LTD.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	ITO MARU	Jap. str.		TOREY, LIVINGSTON & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	KAGA MARU	Jap. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	KASATO MARU	Jap. str.		TOZO KISEI KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TSINAN	Brit. str.		BUTTERFIELD & SWIRE
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	YAWATA MARU	Jap. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	ALDENHAM	Brit. str.		MELCHERS & CO.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	NIKO MARU	Jap. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	MAKAKURA MARU	Jap. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	PRINZ WALTERMAR	Brit. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	NIKKO MARU	Jap. str.		NIPPON YUSEN KAISHA
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	NAKASAKI KORE & YOKOHAMA	Dut. str.		JAVA-CHINA-JAPAN LIJN
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	YUEDOOS	Brit. str.		BUTTERFIELD & SWIRE
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TSINGTAO & NEWCHANG	Brit. str.		TO DAY, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	NANCHANG	Brit. str.		TO DAY, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	TOCBAKE	Frenc str.		ABOUT 16th INST.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	KWONGSANG	Brit. str.		ON 17th INST., at Noon.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	YOCHOW	Brit. str.		ABOUT 25th INST.
MARSEILLES, LONDON & ANTWERP VARIOUS PORTS OF CALL	SHANGHAI	Aus. str.		ON 26th INST., at 4 P

POST OFFICE NOTICE

The *Tourane*, with the French mail of the 14th February, and the Supplementary mail from London of the 15th February, left Saigon on Friday, the 13th instant, at noon, and may be expected here on or about Monday, the 16th inst. This packet brings replies to letters despatched from Hongkong on the 11th January.

FOR

P.M.

DATE

Hai Phong		
Manila		
Manila, Zamboanga, Port Darwin, Thursday Island, Townsville, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle		
Manila		
Choo Foo		
Kohsichang, Singapore and Penang		
Ningpo and Shanghai		
Swatow, Amoy and Tamsui		
Quing Chow Wan, Hoihow, Pakhoi and Haiphong		
Haiphong		
Tringtan and Newchwang		
Kuand and Sandakan		
Swatow, Amoy and Foochow		
Straits, Bangkok and Colombo		
Moji, Kobe, Yokohama, Victoria, and Tacoma		
Ningpo and Shanghai		
Singapore, Penang and Calcutta		

EUROPE, &c., India via Tuticorin
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle		
Shanghai		
Manila		
Manila, Penang and Colombo		
Nagasaki, Kobe and Yokohama		
Singapore, Penang and Calcutta		
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle		

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents).

H. RUTTONJEE & SON,

SOLE AGENTS

FOR

CHAMPAGNE.

Do.

BRANDIES.

SCOTCH WHISKIES.

OLD TOM, DRY & ORANGE GIN.

SHERRIES.

PORTS.

CLARETS.

WHITE WINES & SAUERNE.

MARSALAS & MADEIRAS.

HOCKS & MOSELLES.

STOUT & BEERS.

SUN PILSENER BEER.

AMERICAN BEER.

30-510

OPIUM.

March 13th

Quotations are—
Malwa New ... \$960 per picul.
Malwa Old ... \$980 "
Malwa Older ... \$1020 "
Malwa V. Old ... \$1060 "

Persian fine quality ... \$880 "
Persian extra fine ... \$880 "

Patna New ... \$1000 per chest.

Patna Old ... \$1000 "

Bonra New ... \$985 "

Bonra Old ... "

Highest open air Temperature on 12th ... 61

Lowest open air Temperature on 12th ... 52

March 13th

THE FRENCH MAIL

The M.M. str. *Tourane* with the French Mail of the 16th ult. and Mails from London of the 15th ult. left Saigon on Friday, the 13th inst. at 5 p.m., and may be expected to arrive here on Monday morning, the 16th inst., and will leave on Monday afternoon, for Shanghai and Japan.

THE CANADIAN MAIL

The C.P.R. str. *Montreal* left Vancouver p.o. on Thursday, the 5th instant, for Hongkong via the usual ports of call.

THE MERCHANT STEAMERS

The Austrian Lloyd's str. *Perla* left Singapore for this port on the 9th inst., and is due here to-morrow.

The N.Y.K. str. *Nanuki Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 7th inst., and is expected here on the 16th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 5th inst., and is expected here on the 16th inst.

The N.Y.K. str. *Yokozu Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 2nd inst., and is expected here on the 22nd inst.

The E. & A. str. *Empire* left Sydney for this port on the 4th inst. (via Queensland Ports and Manila).

MESSRS. FALCONER & CO.'S REGISTER.

March 13th

Barometer 9 A.M. 30.20 Therm. (Wetbulb) 9 A.M. 55

Barometer 1 P.M. 30.11 Therm. (Wetbulb) 1 P.M. 55

Barometer 4 P.M. 30.06 Therm. (Wetbulb) 4 P.M. 55

Thermom. 9 A.M. 58 Therm. Minimum ... 51

Thermom. 1 P.M. 50 Therm. Minimum over night ... 51

Thermom. 4 P.M. 61 Therm. Minimum over night ... 51

TO-DAY.

Ordinary General Meeting, Geo. Fenwick & Co., Ed., at Hongkong Hotel, noon.

Annual Dinner of the Devonian Society, at the Hongkong Hotel, 8 p.m.

Bandman Opera Co., "A Chinese Honey-moo", City Hall, 8 p.m.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

March 13th.

ON LONDON.—

Telegraphic Transfer ... 1/104

Bank Bills, on demand ... 1/104

Bank Bills, at 30 days' sight ... 1/104

Bank Bills, at 4 months' sight ... 1/104

Credits, at 4 months' sight ... 1/104

Documentary Bills, 4 months' sight/1/12

ON PARIS.—

Bank Bills, on demand ... 238

Credits, at 4 months' sight ... 243

ON GERMANY.—

on demand ... 183

ON NEW YORK.—

Bank Bills, on demand ... 46

Credits, at 60 days' sight ... 474

ON BOMBAY.—

Telegraphic Transfer ... 142

Bank, on demand ... 142

ON CALCUTTA.—

Telegraphic Transfer ... 142

Bank, on demand ... 142

ON SHANGHAI.—

Bank, at sight ... 744

Private, 40 days' sight ... 751

ON HOKKAIDO.—On demand ... 224

ON MANIL.—On demand—Peso ... 53

ON SINGAPORE.—On demand ... 224 p.c.m.

ON BATAVIA.—On demand ... 1182

ON HAIPHONG.—On demand ... 64 p.c.m.

ON BANGKOK.—On demand ... 754

GOVERNMENT'S Banks Buying Rate ... 104.40

GOLD LRAF. 100 fine, per tael ... 35.00

BAR SILVER, per oz. ... 25.

SUBSIDIARY COINS.

Per cent.

Chinese 10 cents pieces ... \$2.02 discount

10 ... 2.15

Hongkong 10 ... 2.15

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TO LET

TO LET

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease. Apply at— 14, Queen's Road Central, Hongkong, 26th February, 1908. 437

TO LET

CHAMBERS is No. 2, WYNDHAM STREET, Moderate Rent. First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN. Apply to— DAVID SASSOON & CO. LTD. Hongkong, 26th February, 1908. 96

TO LET

“FAIRVIEW,” No. 1, Robinson Road, Hongkong. Furnished or Unfurnished Furniture can be Purchased if desired, 6 big Rooms, nice view of harbour. Apply to— MESSRS. J. ULLMANN & CO., 34, Queen's Road, Hongkong, 17th February, 1908. 382

TO LET

OFFICES in HOTEL MANSION, 1st Floor. Apply— “L.” Care of “Daily Press” Office, Hongkong, 12th March, 1908. 533

TO LET

NO. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point. Apply to— JARDINE, MATHESON & CO., LTD. Hongkong, 21st October, 1907. 88

TO LET

FIRST Class European House, furnished or unfurnished, Lochiel Terrace and Humphreys Avenue, Kowloon. Apply to— TAM TSZ KONG. Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VEAUX ROAD MONTREAL, (formerly occupied by MESSRS. SHAW, TOMES & CO.). Apply to— THE COMPRADORE DEPT., JARDINE, MATHESON & CO. LTD., Connaught Road Central, Hongkong, 28th February, 1908. 299

TO LET

NO. 18, “TANG YUEN,” McDonald Road, Dwelling House. Possession from 1st April next. Apply to— TANG LAP TING, No. 3, Connaught Road West or A CHOO, Tobacconists, Queen's Road Central, Hongkong, 4th March, 1908. 499

TO LET

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to— YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270

TO LET

A UCTION ROOMS, No. 2, Zetland Street, Road, facing the Cricket Ground. HOUSES in Wong Nai Chong Road. NO. 2 and 4, “FAIRVIEW,” ROBINSON ROAD, Kowloon. “WOODBURY” GARDEN ROAD. “ROSENEATH,” KOWLOON. Apply to— LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 10th February, 1908. 87

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. Hongkong, 1st March, 1908. 185

TO LET

NO. 2, MACDONNELL ROAD. Apply to— COMPRADORE'S DEPARTMENT, Nippon Yuen Kinsa. Hongkong, 3rd June, 1908. 188

TO LET

GODOWN No. 3 NEW PRAYA, Kennedy Town. Apply to— HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 1st March, 1908. 260

TO LET

A SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road. Furnished or Unfurnished. Apply to— F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 22nd January, 1908. 100

TO LET

LA HACIENDA, East, Mount Kellet, The Peak, unfurnished, fits the middle of April next. For particulars apply to the undersigned. C. H. GRACE, Care of Secretary's Office, Hongkong Club. Hongkong, 5th February, 1908. 311

TO LET

OFFICES in ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1908. [91]

TO LET

FROM 1st MAY. KOWLOON MARINE LOT 43, Yau Ma Tei, Area 85,204 square feet, and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET

TO LET